

EAGLETS.

Rivers McNeill is making a good record as collector of customs and reflecting credit on President Wilson.

Colonel Frank O. Lowden is looming up as a Republican candidate for governor.

Judge Kiekham Scanlan fulfills the expectations of his friends. His record on the bench is a good one.

Trustee James M. Dalley of the Sanitary District always looks after the interests of the people.

John Z. Voetsang, the great restaurateur, deservedly stands in the front rank of the restaurant and hotel men of Chicago.

Edward Uihlein of the great Schlitz Brewing Company is one of the up-builders of Chicago.

Judge John Barton Payne makes a splendid President of the South Park Commission.

Simon O'Donnell is an honest, earnest and respected leader in the world of labor.

John D. Gallivan, the veteran letter carrier, is one of the most popular men in the service of Uncle Sam.

Frank H. Jones is not only a democrat of national reputation, but a financier who is respected by everybody.

With President Wilson heading the ticket, the Democrats believe that they have a good chance to carry the state again.

Joseph F. Haas, the popular former County Clerk, is one of the most valuable and clear sighted of Republican leaders.

"Well Done, Wilson and Dunne" is the Democratic battlecry.

John S. Cooper, the veteran horse dealer, is honored at the Stock Yards and everywhere else for his upright career.

John Mack Glenn, the able secretary of the Illinois Manufacturing Association, is one of Chicago's live wires.

Henry J. Kolze made a splendid County Commissioner. He would make a good city treasurer.

Former Judge M. A. La Buy would make a splendid member of Congress. He has always filled every position he has held with credit to himself and honor to the community.

Thomas J. Webb is respected in business and public life. He is an ideal member of the Board of Review.

Charles E. Doyle, the veteran letter carrier, is universally esteemed in public and private life.

Walter Clyde Jones made an honorable and useful record in the State Senate. He would make a good judge.

The Little Giant motor truck is the best on the market.

The election machinery of Chicago and Cook County is in safe hands with Judge Scully at the head of it.

Julius Oswald, the well known barber at 154 West Randolph street, is very popular with the city hall boys.

Judge John P. McGorty continues to gain the approbation of everybody for his work in the Circuit court.

Edward J. Birk, the well known brewer, makes friends everywhere he goes and would make a great race for public office if he would allow his name to be used.

John R. Ford, the chief deputy collector of customs, is a most efficient aid to Collector McNeill.

William J. O'Brien, former senator and alderman, is making a wonderful success in his theatrical business.

McKenzie Cleland, the able former judge, is a man who is never afraid to stand up for what he believes to be right.

Nelson N. Lampert should be nominated and elected State Treasurer.

The Daily Press is receiving its well deserved reward for settling the street car strike and taking such good care of the Traction Company. The Traction Company is spending \$500,000 in advertising its many good qualities in the dailies. It is not advertising any of its bad qualities.

Thomas F. Kealey is in the front rank of every movement for the betterment of Chicago and the brightening of its future.

Judge John A. Mahoney of the Municipal court is very popular with the people because of the good, common sense he displays on the bench.

William Duff Haynie is popular with railroad men, lawyers and the general public.

John T. Murray, the well known and popular lawyer, would make a good judge.

Patrick J. Carr is making a good record as trustee of the Sanitary District of Chicago.

The "drys" are evidently not taxpayers or they would not be so will-



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ing to assume \$7,000,000 of taxes for the police, now paid by saloon licenses.

Charles C. Breyer is one of the best liked men on the Northwest Side. He is noted for his public spirit and devotion to the interests of his fellow citizens.

Judge Jacob H. Hopkins is being talked of for President of the Illinois Athletic Club, and also for the Superior Court.

The City should be redistricted at once, according to law. The wards should be equalized according to population. The First ward only has 50,682 inhabitants, while the Twenty-

seventh has 94,360. Six of the wards contain 75,000 people. The Fifteenth has 80,532; the Twenty-fifth has 86,104; the Twenty-ninth, 83,691; the Thirty-third, 83,229.

James R. Buckley, Chief Clerk in the Criminal Court Clerk's office, is always adding to the efficiency of the public service.

Frank J. Hogan has made a great record as attorney for the Fire Department. He is always looking after the interest of the people.

When the drys triumph next spring as they say they will, Chicago taxpayers will have to make up this deficit of \$7,000,000 out of their own pockets.



JOHN H. BAULER,
Democratic Candidate for Alderman Twenty-second Ward.

WASHINGTON GOSSIP

Davy Crockett's Rifle Now in National Museum

WASHINGTON.—Among the thousands of relics in the National museum there are few objects more replete with historical interest than a certain Derringer rifle, catalogue No. 9,509. This rifle was used by Col. David Crockett of Alamo fame, and also was the weapon fired by William J. Graves in the duel with Jonathan Gilley, resulting in the death of the latter. It was made about one hundred years ago, and the curator of the division of technology says it is an exceedingly well made and finely finished gun, being still in excellent condition. It is a .44-caliber, muzzle-loading, sporting rifle; the octagon rifled barrel is 45 inches long, and fitted with a full stock of curly maple, plain open sights, a percussion lock, and a "set" trigger. Col. Wright Rives, U. S. A., who has deposited the rifle in the museum, says it was made for his father, John Cook Rives, by Henry Derringer, celebrated for manufacturing superior firearms, particularly the well-known pocket pistol known as the derringer.



Louis Ludlow Really Didn't Need an Automobile

THIS has to do with Louis Ludlow, the Hoosier correspondent, figured as a near-purchaser of an automobile. Mr. Ludlow is by all odds the champion pedestrian of the newspaper profession of Washington. He has a walk that is a cross between a kangaroo's jump and the lunge of a horse, and in order to keep step with the average citizen it is necessary for him to take about three reefs in his stride. In his daily routine, in which he will travel between twelve and fourteen miles, Mr. Ludlow runs to each point on schedule time. Representatives of opposition papers on more than one occasion have endeavored to reach a telegraph office in advance, only to find that Ludlow had been there about eight leaps ahead. So it was anything but a happy thought that prompted the agent of a local automobile house to take on Mr. Ludlow as a possible purchaser. It is not yet clear just what attracted him to Mr. Ludlow. Some think the formidable array of newspapers he represents, as chronicled in the Congressional Directory, was the main reason, but there are those who think the agent was given a wrong steer, just to add a bit of excitement to Louis' routine life. He found Ludlow in his Munsey building office, just reaching for his hat.

The agent mentioned he would like to have a few minutes' conversation and thought he could interest Mr. Ludlow. The latter replied he was in a hurry and that they could talk as he journeyed toward the capitol. The first city block traveled enabled the agent to make a fairly good start with his discourse on the merits of his machine, but Ludlow's mind was a long way off, busily calculating the number of committee room doors he would probably find locked, necessitating a return trip. In the second block the agent began to show signs of doubt as to whether this was Mr. Ludlow's normal gait or something he used to eliminate troublesome agents. He decided to stick to it for another block. His words were now coming jerky and he was blowing.

About the end of the third block Louis has faint recollection of hearing something like, "Mr. Ludlow, it is plainly evident you do not need an automobile." When Ludlow was able to apply the brakes and come to a full stop he turned around and saw his late companion many yards in the rear, his face turned in the opposite direction, retracing his steps at a considerable reduction in speed. And that is the last he has ever seen of his automobile friend.

Uncle Sam's Diplomatic Codes No Longer Secret

IT cannot be said truthfully that the state department was surprised when, recently, word came across the water that Colonel House had discovered our "secret" diplomatic code was no secret at all to the diplomats and spies of Europe. There now are three diplomatic codes in use by American ambassadors, said to be from five to seven years old. European governments change their codes at least three times every two years to keep them from falling into the hands of spies.

The "green code," supposed to be the most secret of all, is said to be well understood by agents of European countries. The code by which American naval attaches communicate with Secretary Daniels is equally well known. Formerly when Washington sent a note to a European power the embassy, after decoding the communication, always paraphrased it. This was done so that no code expert in the employ of a foreign government could lay the embassy translation by the side of the cabled code message and thus work out the code.

Recently there have been several mistakes that have made it a simple matter for experts to learn the American cipher. The state department, for instance, gave out the copy of Austria's reply to an American note as it was translated literally from the American code. Any belligerent who saw this translation and then saw the code message as it passed through the hands of the telegraph official on its way to Washington would have little difficulty working out the code by use of cipher experts.

The possibilities of embassy couriers being bribed to impart information is another disturbing factor. One such incident is said to have been discovered only recently by one of the American embassies in Europe.

This Woman Knew a Country Dog When She Saw One

ONE morning, as the flagging from the treasury to the Mills building was alive with clerks on their way to work, a setter dog mixed with the crowd, yelping as he ran. Men and women stopped to watch the dog as he bounded madly after a wagon in the middle of the asphalt. Over to the park side, to a man swinging along with a cane; back across the street to the White House gates; out again to the roadway between the grounds and state department, and then, with a rush, back to the avenue, barking every step of the way. He was hunting for a master he could not find.

In all the crowd of clerks there was but one who misunderstood the situation. One of his kind always bobs up, if you notice. He was a nice-looking little man, too, with spiked ends to his gray mustache and a watch chain that gold-linked a badge across his vest. All the same, his name was Mr. Smart Aleck, for as the dog, in flying by, came near submerging his valuable black cloth legs, he yelled out loud enough for six of his size:

"That dog's mad! Somebody shoot that dog! He's mad—"
"Oh, for goodness sake, shut up! The dog isn't half as mad as you are." The small man fairly tangoed his rage at the insult.
"What do you mean, madam?"
But madam, who had bestowed her remark informally in passing, kept right along.

She didn't at all look like a woman who would speak to a strange man on the street, for while she was as ugly as the mud fence which so accommodatingly serves for comparison, and her black skirt failed to ripple three distinct times as it had oughter, she was really very—very genteel.

Perhaps she knew a country dog when she saw one. Perhaps, also, she knew what was liable to happen if a policeman came along with a gun—Unless, he was wise enough to know a country dog on sight.



URUGUAY'S EIGHT-HOUR PLAN.
An act was recently passed limiting the actual labor of workmen in Uruguay to a maximum of eight hours daily. It applies to workmen in factories, shops, yards and quarries, to employees or servants of industrial or commercial establishments and of railway and street car lines and in general to all persons engaged in tasks similar to those mentioned. Employees in government work are not exempt. The hours of adults may be increased in special cases, but not to exceed 48 hours for each six days of work.

For every workman violating the law the employer is to be fined \$10 for the first time and \$15 for each repetition. The workmen are to be fined the amount received for the excess work, but the fine will not exceed the excess earned in one month.

Twenty-five inspectors, controlled by the labor office, are to enforce the act. Inspectors in the department of Montevideo will receive \$1,800 per annum, and those in the other departments will be paid \$960.

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William D. Munhall

ATTORNEY AT LAW

1616 Ashland Block

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Stillman B. Jamieson

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ASHLAND BLOCK

Telephone Central 1497

James C. McShane

Attorney and Counselor

Suite 222, New York Life Building
20 So. La Salle St.
CHICAGO

Telephone Central 919

Automatic 5209

Frank M. Lowe

Larry Richards

Phone Central 2918

Lowes & Richards

Attorneys at Law

127 N. Dearborn St.
CHICAGO

Telephone Central 960

L. D. Condee

ATTORNEY

and

COUNSELOR AT LAW

35 North Dearborn St.

Telephone Central 618

Asa G. Adams LAWYER

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